

25X1C4e



STANDARD OPERATING PROCEDURE  
NUMBER 50-3055-1

7 March 1967

MOBILE CONTROL OFFICER

1. PURPOSE: To establish responsibilities and authority of personnel assigned duty as Mobile Control Officer, and to provide for their scheduling.
2. SCOPE: This procedure is applicable to personnel assigned duty as Mobile Control Officer.
3. RESPONSIBILITY: The Mobile Control Officer acts directly for the Deputy Commander for Operations (DCO) and is responsible for the control of the airfield during aircraft emergencies. He is responsible for passing instructions or advisory information directly to the aircraft experiencing an emergency. In the event other aircraft become involved due to runway closure, etc., the Mobile Control Officer will provide advisory instructions to the tower; transmissions to these aircraft will be made by the tower.
4. PROCEDURES:
  - a. Base Operations will:
    - (1) Maintain a mobile control kit which includes:
      - (a) Current copies of [REDACTED] (BP and Trainer), F-101, T-33, 25X1A and U-3B checklists.
      - (b) Binoculars
      - (c) Ear muffs
      - (d) Extension head set and microphone
      - (e) Flare gun with 3 each red and green flares.

Supersedes SOP 50-3055-1, dated 8 Jan 65, and Amend Nr. 1, dated 4 Mar 66.

OPR: DCOT

DISTRIBUTION: A & B

SOP 50-3055-1

(2) Perform an operational check of flare gun and one of each color flare once each thirty days.

(3) Insure that the expiration period of the flares has not lapsed.

(4) Insure that any discrepancies on the Mobile Control vehicle are promptly reported for radio and/or vehicle maintenance.

b. Mobile Control Officer will:

(1) Be scheduled by DCOT

(2) Be [REDACTED] F-101, or T-33 qualified.

(3) Be designated as qualified to perform Mobile Control duties by the DCO.

(4) Check out and inventory the Mobile Control Kit from Base Operations dispatcher.

25X1A

(5) Be in Mobile Control position for all [REDACTED] takeoffs and landings. He may return to Operations if intervals between [REDACTED] 25X1A takeoffs and landings permit, however, he is responsible for maintaining close contact with Base Operations for being back in position when required.

(6) Be available and prepared to act as Mobile Control Officer at any time during his tour, in event of emergency/precautionary landing of any Detachment aircraft.

(7) Utilize the designated Mobile Control vehicle for this duty. In the event of malfunction, coordinate use of other DCO radio equipped vehicle as required.

(8) Provide all possible assistance to aircraft in distress, including:

(a) Reading of checklist to pilot when requested.

(b) Recommendations as to landing runway, lake bed landing, fuel dumping, holding on runway for downlocks, etc.

(c) Requesting tow vehicles when deemed necessary.

(9) Maintain a pilot's viewpoint watch on surface wind and weather conditions, recommend to the control tower reference traffic direction, as appropriate. Notify the Supervisor of Flying immediately if situation warrants decision as to termination of flying, or diversion to alternate airfield.

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(10) In daylight hours, be watchful for potentially hazardous situations such as landing gear not down on final approach. If such is observed, send the aircraft around. At night, Mobile Control Officers, are not expected to be able to perform check of landing gear.

(11) Personally brief the Supervisor of Flying on any hazardous situations observed during tour of duty. Recommend any improvements they consider appropriate.

(12) Closely monitor movements of ground vehicle traffic supporting an emergency such as crash and rescue vehicles, ambulance, physiological support vehicles, and towing vehicles. If control tower handling of these vehicles is not compatible with the situation, Mobile Control Officer will recommend other actions to the tower.

(13) Be aware that, once an emergency aircraft has stopped, rescue of the pilot (if required), suppression of fire, and containment of explosive hazards is the full complete responsibility of the Fire Chief.

c. Mobile Control Officer must bear in mind that, with the authority to act in control of the ground situation during an emergency goes the responsibility to exercise sound judgment. Personnel performing this duty have been selected because of their experience and background, plus demonstrated ability to exercise this responsibility judiciously.

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